

WINE AND SPIRIT MERCHANT

CHAZAL & Co.

MAKERS AND FRENCH PRESERVES IMPORTERS.

4, QUEEN'S ROAD.

The China Mail.

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Joseph Gillott's PENS.

Of Highest Quality, & Having Greatest Durability, are Therefore CREAMEST.

The only Award of Honor, 1883.

No. 13,610

號七十月一十年六零百九千一英

HONGKONG, SATURDAY, NOVEMBER 17, 1906.

日二初月十年午丙

PRICE, \$3.00 Per Month

SHERRIES.

PALE FINO:
Cande de Torres Cabrem ... \$12.00

DINNER SHERRY:
Cande de Torres Cabrem ... 16.00

PER CASE OF 1 DOZEN QUARTS

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1815 3, DUDDELL STREET.

Intimations.

WHO'S WHO

THE

FAR EAST

ONLY BOOK OF REFERENCE

OF THE

PROMINENT MEN OF THE FAR EAST

Price ... \$10.

FORWARDED TO ANY ADDRESS

Obtainable from the Publishers—
3, QUEEN'S ROAD CENTRAL.

Hongkong:
Hongkong, July 10, 1906

IN THE SUPREME COURT OF HONGKONG.

In the Matter of the Estate of THOMAS ROBINSON, late Master of the s.s. Kwong Choo, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 55 of The Probates Ordinance 1897, made an Order limiting to the 31st day of December, 1906, for sending in Claims against the above Estate.

All Creditors are hereby required to send their Claims to the Undersigned before the said date.

Dated this 2nd day of October, 1906.

ARATHOON SETH,
Official Administrator.

2080

NOTICE.

FRENCH TERRITORY OF KWONG-CHOW-WAN.

TENDERS for the FARM during 5 or 8 years of RAW and PREPARED OPIUM imported or prepared on the spot will be received at Matcha (Kwong-chow-wan) up to December 8th, 1906. All details and conditions will be given by the French Consulate, Hongkong, any day between 10 a.m. and 1 p.m.

By Order
GASTON LIBERT,
Consul for France.

Hongkong, November 16, 1906. 2210

WANTED.

JAPANESE LADY desires Position as GOVERNESS, Teacher of Japanese or children's companion.

Apply
Miss YAMASHITA,
No. 3, Hillside Terrace, Wanchai.

Hongkong, November 12, 1906. 2186

NOTICE.

GENTLEMEN, retired from Government Service, and returning to England can obtain a good income and country occupation from fruit culture under glass. Capital required \$1,000 to \$2,000.

Write HORTICULTURAL 2 and 3, WHITE STREET, LONDON, E.C.4.

Hongkong, October 20, 1906. 2080

NOTICE.

MR YAKOUICHI, JAPANESE ARTIST from Yokohama, can execute any WATER-COLOR PAINTINGS, including scenes, Land or Seascapes, Buildings, Portraits, etc., or, as desired.

Done on Silk, or not, as desired.

Apply to
Mr. YAKOUICHI,
c/o FUJIMURA & Co., Jap. Curio Shop,
9, D'Almeida Street.

Hongkong, November 12, 1906. 2185

A. S. WATSON & CO., LD.

REDUCTION IN PRICES.

WE beg to notify our Customers and the Public generally that LARGE REDUCTIONS have been made in our PRICES to adjust them to the rate of exchange now ruling. These Reductions will come into force on the 15th November, 1906, and the discount of 5% hitherto allowed will cease from that date.

A. S. WATSON & CO., LD.

Hongkong, November 10, 1906. 2177

Business Notices.

PULSOMETER ENGINEERING CO., LD., LONDON.

PULSOMETER
PUMPS
WATER-SOFTENING PLANTS
FOOL-PROOF ICE-PLANTS.

SOLE AGENTS: **W. S. BAILEY & CO**
20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. POWAN, 2,338 tons, Captain W. A. Valentine.
s.s. FATSHAN, 2,260 tons, Captain R. D. Thomas.
s.s. KINSHAN, 1,995 tons, Captain J. J. Eosdun.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 9 p.m. (Saturday Excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).

The Steamer, carrying His Majesty's Mails, are the largest and fastest on the route. Space is drawn to their Superior Saloon and Cabin accommodation.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

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s.s. HONAM, 2,389 tons, Captain H. D. Jones.

Departures from Hongkong to Macao on week days at 2 p.m. Sunday Special Express leaving Hongkong at 9.30 a.m. and a Second Departure about 7 p.m.

Departures from Macao to Hongkong on week days at 7.30 a.m. On Saturdays a Departure about 7.30 p.m. On Sundays at 3 p.m. (See Special Express).

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamilton.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain J. Wilton.
s.s. NANNING, 569 tons, Captain A. McKinnon.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

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HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.

Hotel Mansions, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE.

Agents, CHINA NAVIGATION CO., LTD

10 PER CENT DISCOUNT.

IN consequence of the favourable exchange now ruling, we beg to notify our PATRONS and the PUBLIC GENERALLY, that until further notice, Our Prices for Wines and Spirits will be reduced 10 per cent, AS FROM THE 1st NOVEMBER.

H. PRICE & Co.,

WINE & SPIRIT MERCHANTS,
12, QUEEN'S ROAD CENTRAL.

Hongkong, November 15, 1906. 2159

TUITION.

MR L. A. DE GRACA has discovered a New Method which enables him to teach the MANDOLINE or BANJO in six months. Also gives Lessons on Violin and Guitar. Terms moderate. Address 53, ELGIN STREET.

Hongkong, October 28, 1906. 2094

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G. DE PERINDORGE.

DIPLOMA: PARIS.

LATEST IMPROVEMENTS INCLUDING:

PORCELAIN FILLINGS.

HOTEL MANSIONS.

PEDDER STREET.

Hongkong, June 1, 1906. 1159

HONGKONG HIGH-LEVEL TEAMWAYS COMPANY, LIMITED.

(IN LIQUIDATION)

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 8.00 a.m. Every 30 minutes.

8.00 a.m. to 8.30 a.m. Every 30 minutes.

8.30 a.m. to 9.00 a.m. Every 30 minutes.

9.00 a.m. to 9.30 a.m. Every 30 minutes.

9.30 a.m. to 10.00 a.m. Every 30 minutes.

10.00 a.m. to 10.30 a.m. Every 30 minutes.

10.30 a.m. to 11.00 a.m. Every 30 minutes.

11.00 a.m. to 11.30 a.m. Every 30 minutes.

11.30 a.m. to 12.00 p.m. Every 30 minutes.

12.00 p.m. to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 1.30 p.m. Every 15 minutes.

1.30 p.m. to 2.00 p.m. Every 15 minutes.

2.00 p.m. to 2.30 p.m. Every 15 minutes.

2.30 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 3.30 p.m. Every 15 minutes.

3.30 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 4.30 p.m. Every 15 minutes.

4.30 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 5.30 p.m. Every 15 minutes.

5.30 p.m. to 6.00 p.m. Every 15 minutes.

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JUST ARRIVED a large Consignment of ENGLISH MADE BICYCLES, &c. Monthly payment system can be arranged.

THE EASTERN CYCLE CO.,
No. 3, ARSENAL STREET.

Hongkong, November 13, 1906. 2193

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUND at 31st DECEMBER, 1905, £17,837,119.

Authorized Capital £3,000,000

Subscribed Capital £2,750,000

Paid-up Capital £287,500 0 0

Fire Fund 3,386,720 19 8

Life & Annuity Funds 13,762,898 8 5

Revenue Fire Branch 217,837 119 8

Life & Annuity Branches 1,713,608 19 10

£3,774,853 19 6

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

SHEWAN, TOMES & CO.,

Agents

1587

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS, APPLY TO THE MANAGER.

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28 & 29 LEE YUEN STREET (WEST) HONGKONG.

DEALERS IN

ALL SORTS OF COPPER, BRASS, STEEL

IRON WARE, &c.

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SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES.

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NOW SHOWING IN THE

LADIES' DEPARTMENT.

TWEED COSTUMES, EVENING

ROBES, SILK and

MOIRETTE UNDERSKIRTS.

SILK BLOUSES

NEW MODELS IN

TRIMMED MILLINERY.

GOLF CAPS AND JERSEYS.

LANE, CRAWFORD & CO.

Hongkong, October 12, 1906. 2040

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2, WYNDHAM STREET.

A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED.

ATTRACTION. EVERY COMFORT FOR RESIDENTS AND TOURISTS.

EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.

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AT

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(LATE METROPOLE HOTEL).

THE CALCUTTA STRING BAND gives selections EVERY SUNDAY during the

Evening. PRIVATE DINING ROOM, USUAL PRICES.

A pleasant drive, along the Sea Front, either by Tram or Ricksha.

TEA and COFFEE served on the Lawn facing the sea. Intending Diners will

greatly oblige by communicating with

Telephone No. 393.

THE MANAGER, BELLE VIEW HOTEL.

LEGERDEMAIN ENTERTAINMENT.

By the Famous 'Tin Yung Kai' Troupe given on SATURDAY, 17th, TUESDAY,

20th, THURSDAY, 22nd, SATURDAY, 24th inst., at 9 a.m. Sharp.

Admission... \$2.00, \$1.00, 50 cents.

Hongkong, November 16, 1906. 2509

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CHEAP LITERATURE, 40 CTS. EACH, OR THREE FOR \$1.00.

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Beatrice Harraden's 'Hilda Stradford and the Remittance Man.'

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Clark Russell's 'The Island Princess.'

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Haynes' 'Religious Persecution.'

Fitchett's 'Fights for the Flag.'

Munroe's 'The Bohemians of the Latin Quarter.'

Florence Warden's 'The Inn by the Shore.'

Nat Gould's 'One of a Mob.'

Percy White's 'The Grip of the Bookmaker.'

Ellen T. Fowler's 'Place and Power.'

Nat Gould's 'The Blue Cap.'

Arthur Morrison's 'The Red Triangle.'

Adeline Sergeant's 'The Sixth Sense.'

F. A. Steel's 'On the Face of the Water.'

Fletcher Robinson's 'The Trail of the Dead.'

Dorothea Gerard's 'Evelyn's Yaw.'

Morice Gerard's 'The Man with the Face.'

Nat Gould's 'Brood in the Bush.'

George Griffith's 'His Sister's Hall.'

Reed's 'The Mace of the Red Death.'

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The Imperial Statutes applicable to the Colonies, in two Vols.; £5 5s. 0d.

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THE COMPANIES ORDINANCE OF HONGKONG with Introduction, Notes and an Index arranged by J. W. Loo-Jones, \$10.00.

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PORTLAND CEMENT

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In Bags of 250 lbs. net, \$2.70 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS,

2655

FAIRALL & CO.

Owing to the Fire of Nov. 4th,

our STORE will be CLOSED on

MONDAY and TUESDAY, Nov.

19th and 20th, during arbitration

of Fire Insurance Companies.

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRAS.

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NAVAL GUNNERY.

Excellent Practice.

The magnificent shooting performance by Petty Officer Sullivan, on board the armoured cruiser "Duke of Edinburgh," is an example of the wonderful progress that is being made all along the line in naval gunnery. It is probably the best piece of shooting from heavy guns that the world has ever seen. To hit a target 21 feet by 17 feet 11 inches, at a range of 1,000 yards, from a 9.2 inch gun, ten times with ten successive rounds, in the short period of 30 seconds, is a feat fully deserving the high praise that was bestowed upon it by that expert naval gunnery man, Prince Louis of Battenberg, who commands the Second Cruiser Squadron, to which the "Duke of Edinburgh" belongs. It must be remembered that this was an unaided effort on the part of the gunlayer and his crew, as the "spotter" officer is not allowed to prompt the men from aloft by indicating the fall of the shot to them, as is the case when little practice is being carried out. In the gunlayers' test the man behind the telescope has to do his own spotting, and with the glasses he used he can at that distance see the holes in the target if the shots are hitting. This fact represents something more than just a position of accurate shooting from a large gun, heavily mounted and shielded by armor; it is likewise a physical feat of the highest order, for the 9.2 inch gun is a formidable weapon, and has not a steady counter to push home its charge and to point it. The breech arrangements are also worked by hand in a single movement, the 7.5 inch, 6 inch, and smaller guns. The gun crew, therefore, is a splendid crew of this size ten times in 30 seconds must have been splendidly trained, and this is the part of the performance that has most struck the imagination of naval gunnery experts. With guns mounted and pointed so accurately, and a good shooting in a few minutes with an aptitude for the weapon can be made to follow the target horizontally and vertically, by direction and training, with about the same facility as a fowler can make his piece, when raised to his shoulder, follow a bird. It is the loading of the gun and the supply of ammunition which form the chief difficulties. That these are being overcome the "Duke of Edinburgh," the "Diana," and "Princess George" have recently shown. The two latter ships have just obtained more than 60 per cent. of hits at their long-distance battle practice. This is going ahead by leaps and bounds. *United Service Gazette.*

Well-behaved Navy.

According to the annual return of naval courts-martial, published recently, there were 233 trials during the last year for offences against the laws of the service. There were 230 trials of seamen, which is the lowest number for ten years except in 1904.

A SAFE REMEDY FOR ALL SKIN AND BLOOD DISEASES

If you suffer from any disease due to an impure state of the blood, from whatever cause arising, you should test the value of Clarke's Blood Mixture, the world-famed Blood Purifier and Restorer. This medicine has 40 years' reputation, and is today more popular than ever, the reason of this being undoubtedly because this wonderful remedy does what it professes to do—it cures skin and blood diseases permanently.

Clarke's Blood Mixture

IS THE FINEST BLOOD PURIFIER EVER DISCOVERED.

It is warranted to cleanse the blood from all impurities, from whatever cause arising. For SCROFULA, BAD LEGS, SOREY, BLOTCHES, ECZEMA, SPOTS, BLOOD POISON, BLACKHEADS, ULCERS, PIMPLES, AND SKIN & BLOOD DISEASES OF ALL KINDS.

It is a safe and Permanent Remedy. It is the only safe remedy for Gout and Rheumatic Pain, for it removes the cause from the blood and bones. NOTE. This mixture is pleasant to the taste and WARRANTED FREE FROM ANYTHING INJURIOUS TO THE MOST DELICATE CONSTITUTION of either sex, from infancy to old age, and the Proprietors solicit sufferers to give it a trial to test its value. Thousands of wonderful cures have been effected by it.

TRIED MANY THINGS WITHOUT BENEFIT UNTIL I TOOK CLARKE'S BLOOD MIXTURE. Mr. F. E. Lewis, 48, Bridge Street Row, Chester, writes:—Just a line in favour of "Clarke's Blood Mixture." I had eczema for seven months, and tried many things without benefit until I took your remedy. After the eighth bottle I was quite well again. Please accept this letter as a token of gratitude to your wonderful "Clarke's Blood Mixture."—Jan 12, 1903.

IMPURETY IN THE BLOOD.—We have seen hosts of letters from all sorts and conditions of people, in which the writers acknowledge the benefit they have received from Clarke's Blood Mixture, which is a curative agent cannot be too highly estimated, since it cleanses and clears the blood from all impurities, and restores it to its normal condition. This is a good testimonial from the Family Doctor, the popular medical remedy, which goes on further to say: "It is certainly the best blood purifier that science and skill have brought to light, and we can with the utmost confidence recommend it to our subscribers and public generally."

Sold by all Chemists and Patent Medicine Vendors throughout the World.

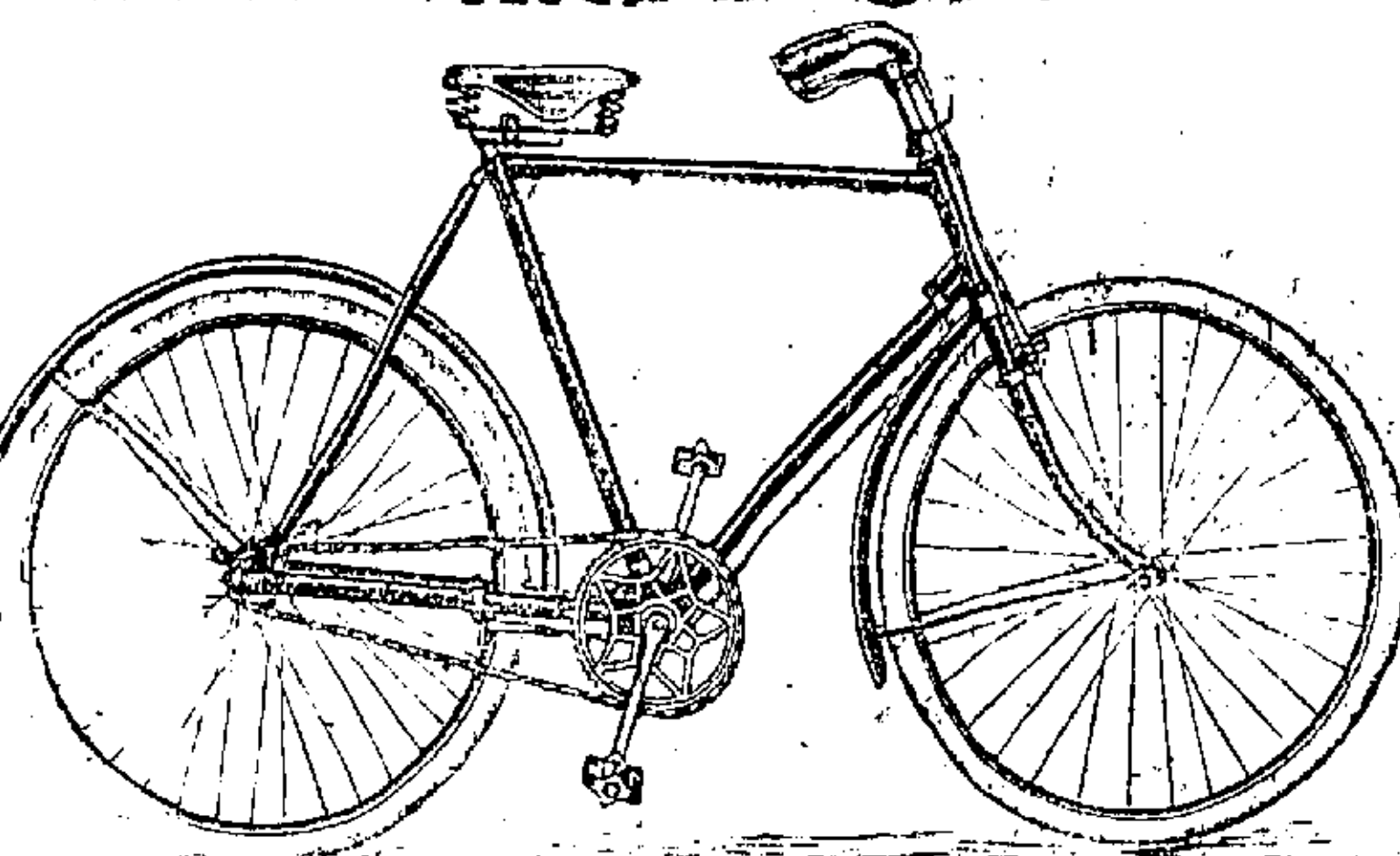
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A seductive smoke.

The name *The Young American* on your box of cigars is a guarantee of exceptional quality. Every cigar perfection! Every cigar means an hour of enjoyment! On sale all over the world.

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HIGH GRADE CYCLES.



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WOODEN LIGHTERS.

Length 80' 0"
Breadth 24' 0"
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Capacity 320 tons.
Complete for delivery within 6 weeks from this date.
Plans, Specifications and particulars from G. E. WARREN & CO., 30, Des Voeux Road, and HOO CHEONG WO CO., 51 & 52, CONNAUGHT ROAD CENTRAL, Hongkong, November 5, 1906. 2147

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A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

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Price ... Fifty Cents.

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THE Attention of Advertisers is drawn to the latest Hongkong for receiving advertisements and Corrections to Advertisements.

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to this Office not later than 11 a.m. New advertisements should be sent in before 5 p.m.

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KING EDWARD HOTEL.

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A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms, Private Bar and Billiard Rooms.

Hot and Cold Water throughout. Electrically Lighted.

Electric Lift (if required). Electric Passes. Elevator to each Floor.

Table D'Hôte. Separate Tables. TELEGRAPHIC ADDRESS: "VICTORIA," Hongkong.

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ON THE BATTERY CONCRESSION.

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In the Centre of Praya Grand.

BOTH Hotels under Experienced European Management.

Every Comfort and Convenience for Residents and Tourists.

Wm. FARMER, Proprietor, 499

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THE KOWLOON HOTEL, CABLE ADDRESS: "CHEF KOWLOON."

A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.

W. W. OSBORNE, Proprietor and Manager, 138

A HISTORY OF UNION CHURCH.

By Rev. G. H. BONDFIELD and DYER BAIL, M.A.

Edited by Rev. G. H. HICKLING.

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A SERIES OF ARTICLES Reprinted from The China Mail, WITH AN APPENDIX.

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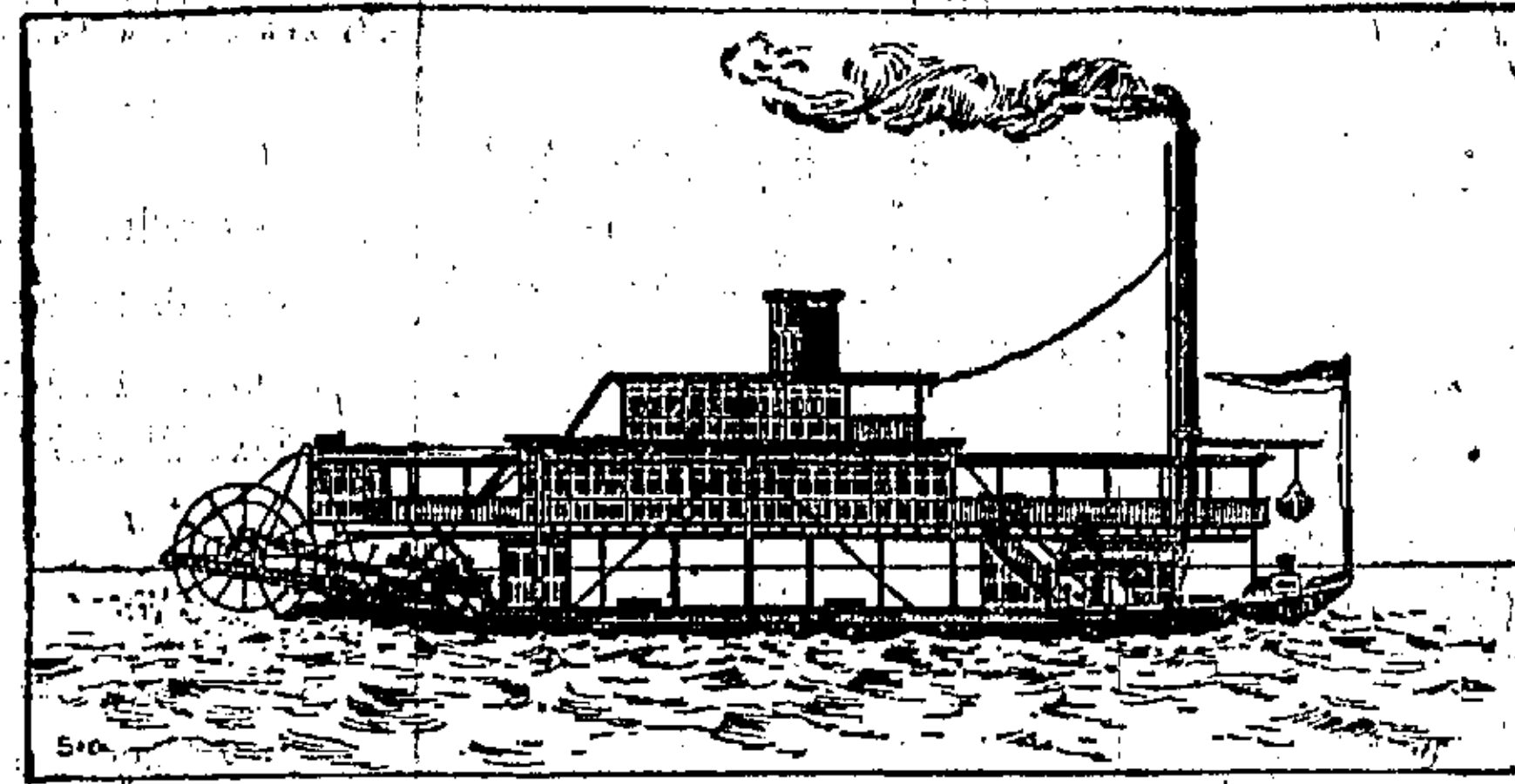
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YARROW'S SHALLOW DRAFT STEAMERS.



STERNWHEEL STEAMERS have been found by experience to be the best type of vessel for shallow river navigation under many conditions of working, and of these Messrs. Yarrow have built a very large number of successful examples for all parts of the world.

Vessels on this system are constructed when required, to draw as little as 10 inches. The construction of shallow river vessels propelled on various systems has been made the speciality of Messrs. Yarrow & Co., Ltd.

For particulars apply to YARROW & CO., LTD., Shipbuilders, POPLAR, LONDON.



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OILMEN'S STORES

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THE ORIGINAL AND ONLY GENUINE.)

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is admitted by the profession to be the most wonderful and valuable remedy ever discovered. It is the best remedy known for Coughs, Colds, Consumption, Bronchitis, Asthma.

acts like a charm in Diarrhoea, and is the only specific in Cholera, and Dysentery.

effectually cuts short all attacks of Epilepsy, Hysteria, Palpitation and Spasms.

is the only palliative in Neuralgia, Rheumatism, Gout, Cancer, Toothache, Meningitis, &c.

Always ask for 'Dr J. COLLIS BROWNE'S CHLORODYNE,' and beware of spurious compounds or imitations. The genuine bears the words 'Dr J. COLLIS BROWNE'S CHLORODYNE' on the Government Stamp of each bottle.

Sold in Bottles—Prices in England, 1/1½, 2/9, and 4/6 each.

(Overwhelming Medical Testimony accompanies each bottle.)

Sole Manufacturers—J. T. DAVENPORT, Limited, LONDON.

To Let.

TO LET.

BROCKHURST, PEAK. 2 CAMERON VILLAS, PEAK. 2 and 7, DES VOEUX VILLAS, PEAK. 3, RUTHERFORD ROAD. 73, WYNDHAM STREET. READINGFIELD ARCADE, Fine Shops, Office and 4 Dwelling Rooms. 5, QUEEN'S ROAD CENTRAL, Top Floor (over "Black, Macgregor & Co.") 17A, QUEEN'S ROAD CENTRAL, Rooms on Front Part, Top Floor (over Aches' & Co.) BELLI'S TERRACE HOUSES, ROBINSON ROAD. No. 4, CONDUIIT ROAD, suitable for a Boarding House or Club. Apply to LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, November 16, 1906. 1716

TO LET.

2ND FLOOR, No. 12, QUEEN'S ROAD CENTRAL. SEMI-DETACHED BUNGALOW (Sir C. P. Chatterjee) 180-80, ROAD, Kowloon. Apply to LEIGH & ORANGE, 1, Des Voeux Road, Hongkong, November 15, 1906. 2115

TO LET.

IMMEDIATE POSSESSION. No. 4, MOSQUE JUNCTION, Rent \$150. No. 1, ORMSBY TERRACE, Kowloon. Rent \$75.00. No. 1, ORMSBY VILLAS, Kowloon. Rent \$125.00. No. 1, ORMSBY VILLAS, Kowloon. Rent \$125.00. Apply to LOWE & BINGHAM, St. George's Buildings, Hongkong, November 3, 1906. 2144

TO LET ON LEASE.

From 1st JANUARY, 1907. Nos. 6, 8, 10, 12 and 14, HOLLYWOOD ROAD. Nos. 1, 2, 3, 4 and 5, SUN WALLANE. Apply to ARKATON V. AP AR & CO., 45, WYNDHAM STREET, Hongkong, October 24, 1906. 2112

HONGKONG CLUB.

TO LET.

TWO ROOMS, on the Ground Floor of the Annex, from date, suitable for a shop. Anyone disposed to offer for the same, please apply to C. H. GRACE, Secretary, Hongkong, May 26, 1906. 2171

To Let.

TO LET.

(EITHER IN WHOLE OR IN PART) 'THE ACACIAS' and 'THE GROVE,' having 26 Rooms with detached out-houses and kitchens, situated in Ross Road, Kowloon. Well ventilated, with Electric Lights and Bells completely installed. Apply to E. M. HAZELAND, 35, Queen's Road Central, or to WING ON, Contractor, 34, D'Aguiar Street, Hongkong, July 18, 1906. 2118

TO LET.

'BELLEVUE,' Peak Road, 6 ROOMED HOUSE, Unfurnished, with immediate possession. No. 4, CONDUIIT ROAD, a 5-Roomed House, with Photographer's Dark Room (fitted), Servants' Quarters separate. Splendid view of the Harbour. Immediate possession. Apply to PERCY SMITH & SETH, 1, Queen's Road Central, Hongkong, August 13, 1906. 2131

TO LET.

A HOUSE IN WONG NEI CHONG ROAD. OFFICES in KING'S BUILDING and YORK BUILDING. GODOWNS on PRAYA ELET. A HOUSE in OXFORD GARDENS, Conduit Road. A HOUSE in RIFON TERRACE, PRAYA ELET. No. 2, HILLSIDE, THE PEAK. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, November 17, 1906. 2119

TO LET.

From 1st DECEMBER, 1906. YALTA, MOUNT KELLET, PEAK. Apply to HARRY WICKING & CO., St. George's Buildings, Hongkong, November 3, 1906. 2139

TO LET.

A HOUSE IN KNUITSFORD TERRACE, RAOR, KOWLOON. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, August 1, 1906. 2138

To Let.

TO LET.

ONE GODOWN at East Point close to the Water; suitable for the Storage of any Cargo. Floor Area 6,100 square feet. Apply to JARDINE, MATHESON & CO. Hongkong, October 16, 1906. 2118

THE BACK DOOR.

A SKETCH OF WHAT MIGHT HAPPEN. Reprinted from the "CHINA MAIL."

To be had at the "CHINA MAIL" Office, 5, WYNDHAM STREET.

Price ... \$1.00

REMINISCENCES OF INTERPORT CRICKET.

By J. A. L.

Reprinted from the "CHINA MAIL" in Pamphlet Form.

To be had at the "CHINA MAIL" Office, 5, WYNDHAM STREET.

Price ... 50 Cents.

SELF CURE NO FICITION! MARVEL UPON MARVEL!

NO SUFFERER NEED NOW DESPAIR.

THE NEW FRENCH REMEDY THERAPION.

A complete medicine has been brought to light, the preparation of which has been the result of the most scientific research, and which has been found to be a most powerful and reliable remedy for all diseases of the blood and skin.

THERAPION No. 1 is a powerful remedy for all diseases of the blood and skin, and is the only remedy of its kind.

THERAPION No. 2 is a powerful remedy for all diseases of the blood and skin, and is the only remedy of its kind.

THERAPION No. 3 is a powerful remedy for all diseases of the blood and skin, and is the only remedy of its kind.

THERAPION No. 4 is a powerful remedy for all diseases of the blood and skin, and is the only remedy of its kind.

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THERAPION No. 6 is a powerful remedy for all diseases of the blood and skin, and is the only remedy of its kind.

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THERAPION No. 9 is a powerful remedy for all diseases of the blood and skin, and is the only remedy of its kind.

THERAPION No. 10 is a powerful remedy for all diseases of the blood and skin, and is the only remedy of its kind.

For Sale by PRINCIPAL CHEMISTS.

TANSAN TANSAN TANSAN

BOTTLED BY THE
CLIFFORD-WILKINSON

Tansan Mineral Water
Co., Ltd.
HONGKONG

THE FAVOURITE MINERAL WATER.

Per Case of 48 Bottles	\$6.50
Per Dozen Bottles	\$1.70
Per Case of 100 Bottles	\$8.50
Per Dozen Bottles	\$1.15

GINGER ALE

Exports Testify That

TANSAN MAKES THE MOST WHOLESOME AND PALATABLE

GINGER ALE

IN THE WORLD

Per Case 48 Bottles	\$7.75
Per Dozen Bottles	1.95
Per Case 60 Bottles	8.55
Per Dozen Bottles	1.40

SAMPLES ON APPLICATION

SOLE AGENTS
H. PRICE & CO.,
Wine and Spirit Merchants,
12, QUEEN'S ROAD CENTRAL.

POWELL'S

ALEXANDRA BUILDINGS.

FOR

FIRST-CLASS DRESSMAKING

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FASHIONABLE MILLINERY.

REASONABLE CHARGES.

POWELL'S
HONGKONG.

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A Series of Articles on Sir Robert Hart's Scheme for the Improvement of China.

Reprinted from the China Mail. To be had in pamphlet form at this Office, 5, Wyndham Street.

Price 50 Cents.

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AS PROPOSED TO THE HONGKONG GOVERNMENT AND THE MARINE LOT-HOLDERS BY SIR PAUL CHATER.

The Full Details Printed in Pamphlet Form.

Copies may be had at "Chater's" Office, Wyndham Street.

Price 50 Cents each.

The

SAVOY,

LIMITED.

White.

Kid.

Gloves

\$1.25

For Pair

THE SAVOY, Ltd.

13, QUEEN'S ROAD, HONGKONG.

THE

'OVERLAND' CHINA MAIL

ALL THE NEWS OF THE WEEK.

TELEGRAMS, LOCAL NEWS, etc., etc.

THE BEST PAPER FOR POSTING TO FRIENDS AT HOME.

To be obtained at "The China Mail" Office, 5 Wyndham Street.

XMAS GIFTS.

JUST received a Large and Fine Assortment of JAPANESE XMAS AND NEW YEAR CARDS, and CALENDARS, &c. Most Suitable for Posting to Europe. Prices Very Moderate. Inspection Solicited.

I. NAKAZAWA,
7, D'AGUILAR STREET.
Hongkong, October 24, 1906.

THE WELDON HOUSE, LIMITED.

ARE SHOWING DRESS GOODS for the present season.

HATS (Paris Model) of the latest Fashion, SWATOW DRAWN THREAD WORK and a Fine Selection of TRIMMINGS just received from PARIS.

Every Convenience in the DRESSMAKING DEPARTMENT. HATS remodelled and made to Order.

INSPECTION CORDIALLY INVITED.

10, D'AGUILAR STREET, HONGKONG.
Hongkong, October 24, 1906.

S. MOUTRIE & Co., LIMITED.

Have established a reputation of over 11 years as First-Class PIANO MANUFACTURERS and are now able to supply Pianos unsurpassed for perfection of TONE and TOUGH and they are not affected by any Climate.

PRICES FROM \$340.

SOLE AGENTS FOR THE LEADING EUROPEAN MANUFACTURERS.

S. MOUTRIE & Co., Ltd.,
YORK BUILDINGS, CHATER ROAD, Hongkong, October 9, 1906.

A. S. WATSON & Co., Ltd.

WATSON'S E LIQUEUR

SCOTCH WHISKY.

\$15.00...Per Case.

A. S. WATSON & CO., LIMITED.

WINE & SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841

Hongkong, October 18, 1906.

MEMOS. FOR TO-MORROW.

Miscellaneous.

Goods per "Wah" had undelivered after this date subject to rent.

MEMOS. FOR MONDAY.

Auctions.

11 a.m.—Meeting of Dairy Farm Co., Ltd., at Co.'s Town Office.

2.30 p.m.—Auction of Teed, Serge Sub Long's, Clothing, &c. at Messrs Hughes & Hough's Sales Rooms.

Miscellaneous.

Goods per "Ernest Simon" undelivered after this date subject to rent and landing charges.

Goods per "Poh" undelivered after 4 p.m. on this date subject to rent.

General Memoranda.

Wednesday, November 21—2.30 p.m.—Auction of Household Furniture, at No. 8, Caine Road.

The China Mail.

HONGKONG, SATURDAY, NOVEMBER 17, 1906.

ADVERTISING.

Nor infrequently is the observation made that "advertising is done to death." Such a statement shows an absolute lack of knowledge of the elements of commercial economics. Practical experience has shown that advertising cannot actually be overdone. The best proof of that is the study of the business columns of any newspaper printed in English in any part of the world. There are some advertisements which are common to all. Those advertisers have graduated in the university of experience. They have gained the profitable knowledge that the greater the amount spent in advertising inevitably the greater business they will do. Consequently they seize every fresh opportunity for placing advertising orders. Many people are so blind to their own interests that they consider advertising as a kind of luxury and the placing of an order for space in a newspaper as conferring a favour upon the proprietor. In the first place it is not a luxury. The firm that wishes to do anything, more than grab along must keep itself prominently before the eyes of the people. The extraordinary argument is sometimes advanced that advertising is all very well in good times but that it should be the first thing to be cut down in bad. That would be as much as to say that a General advancing through a country abounding with supplies should detach a great number of his men and send them out to forage for the army. When, however, he came to a district where supplies were scarce he should send out fewer foraging parties or not send them at all. It is safe to assume that that General would have a tale of disaster to recite sooner or later. The analogy is well nigh perfect. The man who has something to sell, whether commodities or services, is compelled to advertise in good times because the fact that forage is plentiful does not place it within his reach unless he takes measures to bring it to him. In bad times when it is difficult to obtain, common-sense teaches him that to secure the normal amount of supplies he must increase the number of his foraging parties. Advertisements are the foraging parties which penetrate through the social body and bring to those who send them forth rich gifts as the reward for their practical wisdom. Firms which are doing a satisfactory amount of business not infrequently declare that "advertising is not necessary to them." That is generally when they have a virtual monopoly of a service or monopoly. This would be undoubtedly true were it not for the fact that in these days of competition a virtual monopoly acts as a target to rivals. A steamship line is perhaps the best illustration to cite. It might be argued that where a line is not faced by competition it would be obviously unnecessary to advertise. But no line is likely to enjoy the monopoly for long. When com-

petition comes, and its coming is always attended with considerable advertisement, the original firm has to expend large amounts in advertising in order to keep its position. Had it steadily advertised its name would have become associated in the mind of the reader with that particular service. Every reader is a potential shipper or passenger or purchaser and it is obvious that for a firm to be constantly held in mind as a supplier of any particular service or commodity is to its singular advantage. In this connection it is worth while recalling the matured judgment of the man who declared that if his name were not kept perpetually before the public he would be ruined. He did not care whether they applauded or abused him, all that he wanted was to be kept prominently in evidence. Publicity is the first essential of success in any walk of life. Some years ago a certain firm whose advertising bill amounts annually to over a million dollars found that orders were coming in at such a rate that it could not keep pace with the demand. It was decided to stop all advertising for six months. The result was simply astounding. Orders dropped by more than fifty per cent. At the end of the six months the position would have been alarming to men less abreast than those who had the management of the firm in question. They had simply utilised the months breathing time for doubling the capacity of their factories and at its termination they doubled their former expenditure in advertising. The result was that in an almost incredibly short space of time their factories were again taxed to the utmost. The truth of this story is well established. It is men of foresight and progressive instinct such as these who keep going in good times or bad and they never fall into the delusion that they are conferring a favour by advertising. Of course it is to the interest of newspaper proprietors that people should advertise as readers require a newspaper, not only to supply them with news, but to enable them to ascertain where their wants can best be supplied. But the fact that increased advertising is beneficial to the newspaper proprietor does not affect the fact that it is beneficial to the advertiser any more than the circumstance of an insurance agent drawing double commission adversely affects the company for which he works. Double commission means double business in that case and the benefit to the newspaper proprietor in the other necessarily involves a greater benefit to the advertiser. The fact should be held steadily in mind that the man with services or commodities to dispose of loses more by not advertising than does the newspaper proprietor.

Writing under date of October 19 our London correspondent says:—It seems a very minor matter but the most important news of the week is the definite adoption by the great firm of Kynoch's of the metric system. It is universally admitted that a great benefit would accrue if British traders would associate themselves with the metric measures adopted almost universally, but there are practical difficulties in the way. One great gain would be the relief to education. At present it takes every child at least a year of school life to make himself acquainted with the mysteries of "Reduction." On the continent they have no Reduction. "Everything can be reduced by shifting the decimal point." If a few of our manufacturers, motor cars and microscopes, for example, we have found the millimetre necessary, and we should all be glad of the simplification involved in the universal adoption of the measurements that were introduced in France at the Revolution. The difficult question has always been, is it practicable? A standard brick has certain dimensions in inches; so have window frames and doors, and it would be a great wrench to change those to metric measurements. The difference is almost irritatingly small—a metric ton of 1000 kilograms being 2204

pounds while a standard ton is 2240 pounds, the French cricket pitch of 20 metres being only about 4½ inches short of the English 22 yards, but the difference is there and we shall have a difficulty in adapting ourselves to it when the necessity comes. Metric measurements are already legal in this country and the action of a few large manufacturers like Kynoch's may make the rest of us adopt them. The cost will be enormous, but the substantial gain may be worth it.

There seems to be some difference of opinion in regard to the respective sizes of the battleships "Dreadnought" and "Satsuma." It is claimed by the Japanese that the "Satsuma" is the larger by 1200 tons. This question, while interesting, is not of vital importance. For nine years to come if either of these great fighting machines have to demonstrate their capacity they will be fighting on the same side. The launch of the "Satsuma" has placed in the possession of the Anglo-Japanese alliance a superiority of sea-power which it would be impossible for any rivals to impair, unless the people of Great Britain permit the present Government to carry its fatuous disarmament policy to a ridiculous extreme. There is fortunately but little danger of that. Such a chorus of disapproval greeted the recent decision to abandon the construction of one of the Dreadnought type which had been approved, that it is improbable that the Government will increase its unpopularity by any further steps in the same direction. Japan does not suffer from weak-kneed politicians. The launch of the "Satsuma" has been accompanied by the statement that Japan proposes immediately to proceed with the construction of a battleship larger than any proposed by any of the other powers. This shows that she is determined to retain the control of the Far Eastern seas which she gained at the Battle of Tsushima. The dilatoriness and apathy of our present rulers shows up in vivid contrast to the energy and foresight of the Japanese, not only in naval but also in military matters. However, fortunately the present Government does not seem likely to have a long lease of life. The political indications all point to a speedy return to power of the Unionist party and in its hands it may be expected that our present loquacious drift will be promptly checked.

LOCAL AND COAST NEWS.

The Criminal Sessions will commence on Monday next, at 10 a.m.

The French Mail of the 16th October was delivered in London on the 16th Nov.

A coolie was sentenced to six weeks' imprisonment, at the Magistrate's court, for stealing a quantity of European clothing, the property of Miss H. Floggo, of No. 2 Victoria Lodge.

It appears from a communication made to the Budget Committee of the Chamber of Deputies that the French Government has decided to maintain at their present strength the troops stationed in China for the protection of the Legation and of the French colony.

Parcels for India.

On and after to-day the rate of postage on parcels to India will be as follows:—up to 5 lbs. in weight, 60 cents; to 7 lbs., \$1.20; to 11 lbs., \$1.80.

Australia's Forces.

The British Australasian publishes the following:—"It is rumoured in India and Australia that Lord Kitchener, who is at present Commander-in-Chief of the Forces in India, will, on the expiration of his term, proceed to the Commonwealth, and place the land forces on a thoroughly satisfactory basis, afterwards visiting New Zealand and Canada with a similar object."

Foreign Mission Work.

On Sunday (to-morrow) and Monday the Special Foreign Missionary Anniversary will be held at the Wesleyan Church, Wanhai. Special sermons will be preached on the Sunday. The evening preacher will be the Rev. Dr. Anderson from Fatsan. On Monday, a tea will be arranged at 6 o'clock, to be followed by the Annual Missionary Meeting. Mr. A. Mackenzie will preside. The meeting will be addressed by Dr. Anderson and the pastor, who will tell something of his recent experiences in the interior of Kwangtung. A good attendance is expected. Special collections will be made in aid of Foreign Mission work.

GROUP.

THE Chamberlain's Cough Remedy as soon as the child becomes hoarse, or even after the cough appears, and the attack may be averted off. There is no better medicine in the market for children than this remedy. It contains nothing injurious and as it is pleasant to the taste they readily take it. For sale by all chemists and druggists.

BY TELEGRAPH.

CLAN FIGHTS AT SINGAPORE.

POLICE CHARGE WITH BAYONETS.

(From Our Correspondent.)

SINGAPORE, Nov. 15, 4.15 p.m.

The clan fights which have taken place between the Leochia and Hokien clans have been transferred to the country.

An armed gang attacked a Chinese bungalow, one man being killed.

Another gang looted a shop, and fired at the police. The latter charged the mob with fixed bayonets.

The town is now quiet.

THE STANDARD OIL Co.

ALLEGED RESTRICTION OF TRADE.

Proceedings At St. Louis.

(Exclusive Service, Supplied by Reuter, via Bombay.)

LONDON, November 15.

The United States Federal Attorney-General has entered a suit at St. Louis against the Standard Oil Company and its seventy constituent corporations.

There are seven individual defendants, including Mr. John Rockefeller.

The Attorney-General asks the Court to rule that the Standard Oil Combination is formed upon unlawful grounds, restricts trade and aims at monopoly.

[REUTEL'S SERVICE.]

THE BOER RAID.

LONDON, November 15.

Ex-General Botha has offered his assistance to the Government against Ferreira.

GERMANY.

LONDON, November 15.

Prince von Buelow, speaking in the Reichstag, said that Germany would carefully cultivate relations with Japan. Her aims in the Far East were purely economic. He defended the maintenance of peace and concluded by saying that Germany need not fear isolation if she kept her sword sharp.

THE UNITED STATES.

LONDON, November 15.

President Roosevelt is investigating the disappearance of \$1,000,000 from the San Francisco relief fund.

AUSTRALIA AND THE NEW HEBRIDES.

LONDON, November 15.

Mr. Deakin has informed a Melbourne deputation that the attitude of a third Power has compelled a hurried declaration of an Anglo-French dual control of the New Hebrides.

ROYAL NAVAL CADETS.

LONDON, November 15.

Two sons of the Prince and Princess of Wales will enter the Osborne College as naval cadets at Easter.

An accident of an unusual nature occurred to a coolie who was engaged in cleaning one of the sewers in the vicinity of Ship Street at an early hour this morning. The man had gone down into the sewer to do his work carrying a lighted lamp when suddenly there was an influx of gas. This was set on fire by the lamp and the coolie was severely burnt about the legs. He was removed to the Government Civil Hospital by the Police and will have to remain there for some time.

Departure of Viceroy Shum.

Amongst the passengers booked for Shanghai by the P. and O. Company's mail steamer "Derwent" was Viceroy Shum, the late Viceroy of the adjoining Province. The Viceroy is accompanied by twelve high officials, eight juniors and a number of servants who are accompanying him to his new post. Since the arrival of Viceroy Chou Fu in Canton H. E. Shum has lived a secluded life at the Dutch Folly, and yesterday sent to Hongkong and engaged baths for his party to Shanghai. Enquiry at the P. and O. Office showed that the number of passengers given above had been secured for Viceroy Shum and party but even the local police or detectives did not appear to know of His Excellency's arrival in the Colony, so quickly arranged was it. Since being sequestered in Canton Viceroy Shum has declined to see all visitors and has endeavoured to keep as much out of the public gaze as possible.

STRANDING OF THE
"KINSHAN."

The Court's Finding.

The marine inquiry, held at the Harbour Office yesterday afternoon, was concluded after we went to press. There was no material evidence further than that already published.

The Court after a short deliberation brought in the following finding: That the s.s. "Kinshan" left Hongkong on September 18th at 8.30 a.m. bound for Canton with a general cargo, 427 passengers and 100 crew. The ship was well found and powered. The typhoon drum was hoisted at the appointed place indicating that there was a typhoon eastward of the Colony within 300 miles. That on reaching the Cape Horn Pass the wind backed to W.N.W. The captain's original intention was to anchor south east of the East Brothers, but he proceeded to Pillar Point instead. This, in the opinion of the Court, was an error of judgment on the part of the master, who most certainly ought to have taken no risk and anchored south east of the East Brothers. That, from the evidence carefully gone into, when the master found his ship dragging with 30 fathoms of chain out, and the ship nearly stranding on the north point of the East Brothers, we consider it was clearly the duty of the master then to have let go both anchors and all his cable. This, in the opinion of the Court, would have held the ship and prevented her stranding. That owing to the abnormal conditions under which the master was navigating, with regard to the hurricane force of the wind and blinding rain squalls, the Court consider that a severe censure is not warranted for allowing his ship to straddle the East Brothers and another.

A TYPHOON VICTIM.

Begging for a Passage Home.

A Chinaman who lost his all in the great typhoon of September 18 and has since been living on public charity was brought before Mr. F. A. Hazeland, at the Magistrate's Court, this morning, charged with begging. Apparently there may be many such people that have not come to the ears of the authorities, who, although they are destitute, are not able to receive anything out of the large sum of money subscribed by the people of the Colony to assist typhoon victims, even though they apply for it.

The man in question has attracted a good deal of attention from Europeans and Chinese alike during the last week as he sat in Forder Street, near the Post Office, with a yellow paper covered with Chinese characters spread out in front of him and received the stray coins that were dropped by the charitable who were able or had the time to read the paper. Yesterday he attracted the attention of Inspector Ritchie, who, seeing an able bodied man begging in the street, took him up to the Central Police Station and decided to investigate his case. The story the man told, which appears to be a true one, was one that would certainly appear to entitle him to a few dollars from the Relief Fund.

Defendant stated that he was formerly the owner of a large fishing junk on which he employed some of his relations and family to the number of 18. On the morning of September 18 they were some miles out from Swatow when the typhoon swept over the vicinity and the junk, with many others that were in the vicinity, went down. By clinging to some wreckage defendant and one other of his crew kept themselves afloat until they were picked up by a passing junk some hours after the typhoon had passed and were brought on to Macao. The other sixteen of the crew were drowned. From Macao defendant found his way to Hongkong and he declares he was unable either to get employment or a chance to return to his native village of Chan Wai, near Swatow. He has his friends who will assist him, and hearing of the money that had been subscribed locally for the relief of typhoon victims he applied to the Tung Wah Hospital for assistance.

The authorities, after listening to defendant's story, asked the number of his boat and on being told that it was not registered or numbered locally, they said that nothing could be done for him. "The fund was not meant for the assistance of people wrecked so far away as Swatow." There was nothing for him then, but to beg for sufficient money (one or two dollars) to take him back to his village, and getting the piece of paper mentioned above wrote out at the Tung Wah Hospital defendant sat down in the street with it in his Chinese fashion, to wait until such time as the gods thought it advisable to send him sufficient money for the sea trip.

It was long in coming and when Inspector Ritchie intervened he had not yet only sufficient success to keep him alive while he waited. Mr. Hazeland said that the story sounded a true one, and instead of dealing with the man as an offender ordered that he should receive a couple of dollars back to Chan Wai and provide him with a little money for food on the way.

Outbreak of Cattle Disease.

It was reported this morning that an outbreak of cattle disease had occurred at Pockfulum, amongst the cattle kept by the French Mission. On inquiry from the authorities the report was confirmed but it was stated that the outbreak was probably a very slight one from which there would be no danger of the disease spreading. The Colonial Veterinary Surgeon went out to the French Mission's paddocks to make investigations but the result of his visit is not yet available.

SPORTING.

Cricket.

HONGKONG CLUB, v. NAVY.

The match between the Navy and the Hongkong Club commenced at 1.45 this afternoon on the Cricket Ground, the Hongkong Club batting first. R. Hancock and T. Sarcombe Smith opened the innings. Runs came slowly for awhile and before twenty had been scored Smith skied a ball behind the wicket-keeper's head. Aimes who was fielding in the slips ran in, but just failed to get to the ball before it had touched the ground. Play was quiet, but occasionally both batsmen opened out and drove well. When the score stood at 44 Hancock relieved Aimes and from the first over five runs were scored. A neat glance to leg by Smith carried the total past the half-century. The partnership was broken before another half a dozen runs were added, Hancock being caught at the wickets by Salton off Woodward. He had made 23. Powell played the remainder of the over without scoring, but commenced his score next time he faced Woodward by striking one to leg for two runs. Had some a first bowler relieved Woodward with the total at 70 and in his first over he all but hit Powell a difficult chance half-way up the pitch. Two deliveries later, however, he captured Smith's wicket, Aimes holding up easily. The netting batsman made 13 runs, out of the 72 scored while he was at the wickets. A helps joined Powell and the pair were still together when the century was reached.

At the close of the scores were—
R. Hancock, c. Salton, b. Woodward... 23
T. L. Smith, c. Aimes, b. Woodward... 43
T. A. Powell, not out... 44
J. Salton, not out... 16
Total... 112

Vachting.

CORINTHIAN YACHT CLUB.

To-morrow the opening cruise of the Corinthian Yacht Club takes place. A start will be made from the Club house at 11 a.m. the cruise may be flag-ship. A launch, for the convenience of non-boating members and their friends who are unable to find other accommodation, will leave Jaffe Pier at the same time, and the Club's fine fleet of boats will follow the May.

All the One design class, eight all told, are now lined up and about. Gael and Nina are the only two with their last year's skippers. As there, it is hoped, will be steered by her owner, who will not have the wily Whitehall to help lift all the silver cups this year. It is doubtful if he will take charge of Thecla, though it is probable her owner will sail her. Juan (late Hibernia), Ariel, Meta (late Antrimmetta) and Fes are all in charge of new owners, and consequently the question of selecting the winning boat is very difficult. The sport should be good.

One good feature, which is generally appreciated, is the early starting time, as before both morning and afternoon were spilt for those who had anything else to do after 4 p.m.

Volunteer Reserves.

The following are the highest scores at the King's Park Range on the 10th and 11th November, 1906:—J. N. Jones, 68 + 12 = 80; A. Blowey, 57 + 12 = 69; A. Jenkins, 65 Scratch 65; C. E. H. Boavis, 59 + 6 = 65; H. T. Richardson, 51 + 14 = 65; F. P. J. Woodhouse, 58 + 4 = 62; J. C. Gow, 63 Scratch 63; D. Willis, 51 + 12 = 63; H. W. Bird, 49 + 14 = 63; G. H. Wakeman, 57 + 4 = 61; A. W. J. Watt, 56 + 4 = 60; E. W. Terrey, 48 + 13 = 61; J. H. Pidgeon, 58 Scratch 58; J. Hutchins, 37 + 20 = 57; Dr. Evans Jones, 48 + 10 = 58; J. M. McCubbin 42 + 14 = 56; C. Bond, 49 + 4 = 53; A. S. Gubbay, 38 + 14 = 52; E. J. Philpott, 44 + 6 = 50.

The bed of the sea off the Portuguese coast near Lisbon is reported to have been affected by the recent seismic disturbances, several shoals of considerable extent having been discovered where there was formerly a depth of many fathoms at low water. Soundings have been taken, and new Admiralty charts will be made.

It is reported that Messrs. Cammell, Laird and Co. have decided to build an extensive iron and steel works on Crumlyn Burrows, near Swansea Docks. About £2,000,000 will, it is said, be spent on the construction and equipment of the works, which will give employment to about 10,000 men.

The vessels of the Channel Fleet were engaged in carrying out battle practice, when the last mail left home, and despite unfavourable weather, the competition had been well advanced. The honour rested with the battleship "Prince George," which achieved some excellent results with her 12-inch guns, twelve hits being recorded out of sixteen rounds. The total number of hits credited to the vessel was 46, though the target was so much damaged that the hits could not be recorded with any degree of certainty. Other results to hand are as follow:—"Juno," 35; "Good Hope," 35; "Glorious," 31; "Goliath," 28; "Cresset," 25; "Triumph," 25; "Albatross," 21; "Cornwallis," 18; "Ocean," 14; "Illustrious," 11; "Vengeance," 10; "Dido," 7; "Topaz," 7; and "Hampshire," 6.

THE "HONGSHAN"
REFLOATED.

After weeks of labour by an army of men and the expenditure of a very large sum of money the Hongkong, Canton and Macao Steamboat Company's favourite steamer "Hongshan" was refloated this morning. It will be fresh in everybody's memory that the "Hongshan" has been ashore for nearly two months where she was driven on the rocks during the great Typhoon of September 18th and that many attempts have been made to get her off, which, until last night proved without success. Last night the tide was very high and it was decided to make a supreme effort to refloat the steamer, as in the event of failure she would have to wait another month before another such favourable opportunity presented itself. The effort was successful and the "Hongshan" was towed into the Harbour about midday and has since been taken to the Kowloon Docks where she will be repaired.

LAWLESSNESS IN CANTON.

The New Viceroy's Intention.

The Canton papers report that the new Viceroy is not satisfied with the available force at his disposal in Kwang Tung for the suppression of the brigandage and piracy which have been such a marked blot on the rule of the late Viceroy. Chou fu has made things more possible for himself, inasmuch as he has arranged that he will be supported by men of his own choice in his determination to bring about a better state of things. He has, it appears, brought with him to the Two Kwang a certain number of men whom he can rely upon to assist him in enforcing a better condition of affairs.

The reports tell us that these officials are to be given certain powers to look into matters throughout the Provinces under the Viceroy's rule, and already notices have been sent to the local mandarins that their devotion to their duty will be watched by these special assistants of the new Viceroy. That things are still unsatisfactory is evident from a robbery which was perpetrated in one of the respectable streets of Canton only two or three days ago. A band of robbers, numbering about a dozen, entered a house and held up the inmates both men and women, for they were all provided with modern weapons. The robbers then ransacked the whole house and carried off everything they thought worth while, from money and jewellery on the one hand to clothes on the other. They appear to have got off without any molestation, and it was only after they had decamped that the inmates were able to free themselves and appeal to the magistrates for assistance in the recovery of their property.

Whilst such robberies, and armed robberies at that, are of such frequent occurrence, it is evident that there is still room for improvement, and in this particular matter there will be opportunity for Viceroy Chou Fu, and those whom he has brought with him to assist him in the work, to show of what they are made. If Viceroy Chou is able to do little else than suppress the constant robberies which have plagued the latter years of the previous Viceroy's regime he will deserve well of both Europeans and Chinese. This of course will not be an easy task and he knows it. Indeed it is because of the rumours that had reached him of the constant robberies that were perpetrated in the Province of Kwang Tung and further of the recrudescence of actual rebellion in the Kwang Sai Province that he determined to act as he has done.

There are two ways by which he can get trouble rooted out. One is to suppress it with ruthless severity. The other is to look into the industrial condition of affairs so that if possible work may be forthcoming for those who are more or less dependent on their daily work for a precarious existence. It has been said that, owing to the introduction of railways and so many steam launches, many of the boatmen and those who were engaged in the making of native craft have been thrown out of employment, and that they join the ranks of robbers because they cannot get work to do and yet must live. Whatever truth there may be in such current rumours, and probably there is some, such a state of affairs cannot be allowed to continue, and we hope that the determined attitude which the new Viceroy seems to have taken will soon make itself felt and that the results will be seen and rewarded.

PEARY'S EXPEDITION.

LONDON, Nov. 5.

Commander Peary's homeward voyage was an incessant battle with ice and storms. There were no deaths through illness, though sometimes they were starving and compelled to eat their dogs. The expedition left New York on July 16th the previous year.

A LIVELY ELECTION.

A Modern Donnybrook.

LONDON, Nov. 5.

At the election for Galway, replacing Mr. Davlin, who has retired, the voting was for Mr. Stephen Gwynne, Nationalist, 983; Mr. Shawe Taylor, revolutionist 577 (de-vo-lationist).

Fighting with shillaloes went on all day and the police were powerless.

Six persons were sent to hospital and forty arrested in the Galway riots.

AMOY NOTIS.

(From Our Correspondent.)

KING'S BIRTHDAY.

King's Birthday passed very quietly in Amoy, in great distinction to former years. The cutter "Flora" which was port, having arrived on the previous day, docked ship for the occasion and fired the royal salute, but beyond that nothing was done in any way to fittingly celebrate the anniversary of the Birthday of England's sovereign. An attempt—a feeble one—to get up a cricket match was made in the afternoon but it fell through, owing to inefficiency of players.

THE RACES.

Training is in full swing for the races and a large number of spectators turn out for the morning spins. The griffins are said to be a very fine lot and good racing is already anticipated.

CORRESPONDENCE.

THE NAVY.

(To the Editor of the "CHINA MAIL.")

Sir,—On the anniversary of Nelson's great victory, which rendered possible the extension of the British Empire to its present world wide limits, the thoughts of all subjects of the King must turn to the Navy, on which the safety and welfare of His Majesty's dominions now more than ever depend.

2. Today, in a special sense, it behoves every thoughtful and loyal Briton to consider whether our maritime strength is equal to the duties it must be able to discharge—the safeguarding of our sea communications, of our shores at home and abroad, and the protection of our supply of food and raw material.

3. The Navy League is a strictly non-partisan organization. The members of its Executive Committee hold diverse political convictions, but in the twelve years of the League's existence they have worked together in harmony, with the sole object of fixing attention upon the efficiency and sufficiency of the Navy. National safety is of paramount importance alike to all parties in the State and to every citizen of the Empire.

4. Naval policy must be consistent and continuous if efficiency is to be maintained. In November last year a document entitled "A Statement of Admiralty Policy," commonly known as the "Lawford Memorandum," contained the principles intended to guide naval policy, was issued by the Admiralty. It stated:

"At the present time strategic requirements necessitate the output of four large armoured ships annually; and, unless unforeseen contingencies arise, this number will not be exceeded. But, as it is clear that this was only considered as the minimum programme, there followed the words:

"And while they anticipate at present that the output of four large armoured ships a year should suffice to meet our requirements, there will be no difficulty whatever in increasing this output to whatever extent may be necessary in consequence of any increase of naval power abroad."

5. In the House of Commons on July 27 last, Mr. Robertson, Parliamentary Secretary to the Admiralty, announced the intention to increase the programme above stated and to lay down only three armoured vessels in the current year.

7. The question thus arises. How is it possible that the same advisers who last November considered the output of eight armoured vessels for the two years next ensuing, have now announced in an output of five only when foreign naval powers are showing an increased activity and our own Navy is weakened by the loss of the "Mentagu"? The answer was given by Lord Tweedmouth in the House of Lords on July 30th, when, explaining the sequel, he said: "The Navy Lords in the reduction of the programme have been brought forward the desirability of making reductions. All the circumstances were surveyed, and all came to the conclusion announced."

8. It is noteworthy that in this statement no reference was made by Lord Tweedmouth to the suggestion put forward in the House of Commons by the Prime Minister that the two-Power standard, as it is commonly understood, might with safety be abandoned.

9. Here, then, is the case in a nutshell. Political considerations implying subservience to the outcry for retrenchment have brought about a serious reduction in the first line of defence, a direct incentive to our possible adversaries to push forward their naval preparations.

10. If the nation wishes to be secure, it must insist that in the estimates to be presented next year, preparations be made for the laying down of as many armoured ships as the two-Power standard, so as to maintain, in the future, that two-Power standard which, up to this year, has been accepted by both political parties as indispensable for the safety of the country. Projected foreign battleships are as follows: France, 6; Germany, 2; United States, 2. It is currently stated by the Press that it is proposed in the near future materially to reduce the number of battleships in commission; which will necessarily place officers on half-pay and men on shore, thus reducing on the efficiency of the fleet and its thoroughness in the absence of the ships.

11. It is an absolute necessity that if any official commission of this renowned new departure, the Naval League withholds comment on what would be reversal of our accepted naval policy, likely to prove disastrous to the service and the country.

12. History, and notably recent history, teaches that the result of chess-playing in the services, has invariably been to maul the taxpayer in pounds for every penny, if not for every penny, momentarily saved. We would therefore impress upon our fellow-citizens that the maintenance of our first line of defence is absolutely necessary to the safety of the country, and that it is the indispensable premium of insurance upon our world-wide commerce and our national existence, which we must pay or perish; and that it would be more rational to abolish the Navy altogether, than to cripple it by ill-judged economies.

I have the honour to be, Sir,

Your obedient servant,

H. S. Flower.

Chairman of the Executive Committee.

E. R. Fawcett.

Vice-Chairman.

W. L. CHURCHILL, Secretary.

The Navy League.

13 Victoria Street, London, S. W.

October 18, 1906.

A WORD TO TRAVELLERS.

THE enormous incident to traveling and

charge of food and water often brings

undirreparable, and for this reason one should

leave home without a bottle of Chamberlain's

Colic, Cholera and Diarrhoea Remedy.

Sold by all chemists and druggists.

BY WHARF AND WAVE.

The new battleship "Dominion," while on passage from Quebec to Bermuda for repairs, was caught in a terrible hurricane, which lasted nearly two days. A correspondent on board, in a letter states that he was never so near death before. "When the ship grounded in the River St. Lawrence, on her way to Quebec," he writes, "her double bottom on the port side was much damaged, and 400 tons of oil fuel which was stored there was completely lost, the water flooding the compartments. The ship, however, proceeded to Quebec to receive the gifts from the Canadians, and was proceeding to the Bermudas to be placed in a floating dock for temporary repairs, when a hurricane was encountered. Before leaving Quebec only just sufficient coal was taken on board for the journey, so as to have her afloat as possible for docking. Emergencies had not been anticipated, and, while breasting the gale, marines and seamen were employed in the empty bunkers digging out coal from every available corner in order to keep the boilers supplied. For 36 hours not a man was off duty, and every officer and man worked with perfect discipline, quite regardless of the most trying conditions. Happily the storm abated just in time, and port was only reached by exerting the greatest economy."

The damage to the huge Pacific Mail liner "Mongolia," as a result of running on the reef at Midway Island on the night of Sep. 15th, is more than was at first estimated. Early on the morning of the 15th ult. the "Mongolia" was placed in dry dock at Hunter's Point, San Francisco, and during the afternoon representatives of the Pacific Mail Company, as well as Government inspectors, looked over the big steamer. After being placed high and dry in the dock the "Mongolia" leaked like a sieve for hours. All along her keel from a point beneath her forward mast to a point below the bridge, there was a stream of water pouring from her interior, particularly on the starboard side, where the most damage was done. At last fifty of the big bottom plates were found to be dented or broken, and perhaps two score rivets had been sheered off. The bilge keel was smashed and curled up in many places. There was no apparent damage at the bridge. Representatives of the Union and London iron works were also at the dry dock but they were unable to give out estimates of the cost or time required to make necessary repairs. It is believed, however, that the "Mongolia" will be laid up at least two months, and that at least twelve of her bottom plates will have to be renewed. Twenty or thirty other plates will have to be strengthened.

Some days ago we received a copy of the Seattle Times containing reference to the relinquishment of the command of the "Minnesota" by Captain J. H. Rinder. We have made enquiries hereto ascertain something definite regarding the trouble between Captain Rinder and the Company but the local agent is ignorant of it. According to the "Seattle" paper "the resignation of Capt. Rinder came as a result of friction aboard ship and with the company. He fell out with Purser Robertson over a question of authority. On the ship the master's authority is supreme, but the difficulties between the two did not head up. When the trouble was reported to the company upon the boat's arrival, the matter was referred to St. Paul for arbitration and decision.

"Company officers have tried to save both officers, for Capt. Rinder has been with the company since it entered the Oriental trade and Purser Robertson went on the boat with a good reputation. A proposal was made that the purser tender an apology to Capt. Rinder and the matter be dropped. Capt. Rinder would not consider a compromise and abruptly offered his resignation, the Company having dismissed him on arrival.

"It is not at all certain that Purser Robertson will go out with the ship. Capt. Rinder was bitterly opposed by the Masters and Pilots Association when he came to take command of the "Minnesota" and an effort was made to prove that his naturalization papers were illegally obtained. He was formerly a British subject and held a commission in the royal naval reserve, a commission necessary in the English maritime service to obtain for him command of the larger steamers flying the British flag.

"During the time he was running out of San Francisco Capt. Rinder took out his first papers, and showed that he had been a resident of this country and had been running on American boats long enough to entitle him to citizenship papers. He obtained his final papers just a short time before going to the Pacific Mail, and this circumstance led to most of the trouble. After an investigation the attorney-general dropped the case.

Capt. Rinder is a strict disciplinarian, and his rigid enforcement of company rules caused some friction on the "Minnesota" during her first trips. There has been no recent trouble until the question of authority arose between the captain and purser. The company sustained the captain, but the effort to adjust conditions by apologies resulted in the open rupture.

NOTHING TO FEAR.

MOTHERS need have no hesitancy in giving Chamberlain's Cough Remedy to their little ones, as it contains absolutely nothing injurious. This remedy is not only perfectly safe to give small children, but is a medicine of great worth and merit. For sale by all chemists and druggists.

Obtainable on the Streets at 20 Cents.

\$1 per year; \$4 per half year; \$2.25 per quarter.

SOCIAL AND PERSONAL.

The Illustrated London News to hand by the last mail, contains an excellent photograph of the late Capt. Barnes-Lawrence.

The Rev. J. H. France will conduct the meeting of the Hongkong Christian Union at 5.30 p.m. on Monday next at the European Y.M.C.A., Alexandra Buildings.

The Rev. Howard Agnew Johnston, D. D., of the Central Presbyterian Church, New York City, will arrive in the Colony about Tuesday by the s.s. "Minnesota" and remain here one week, holding meetings in various places under the auspices of the Young Men's Christian Association.

TABLE D'HOTE. CUISINE EXCELLENT.

COMMODIOUS ROOMS WITH EVERY COMFORT.

For Terms, apply to

A. W. SLATON,

Manager.

Hongkong, April 12, 1906.

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1898 VINTAGE.

PER CASE 12 BOTTLES \$55.00

PER CASE 24 BOTTLES \$57.00

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THE YARN MARKET.

Messrs Currajee Pallanjee and Co report

under date of the 15th inst:

"Since the issue of our last report on the

2nd inst. p.m.s. "Sims," the yarn market

has been closed, no sales have been

effected during the interval. In accordance

with previous arrangements business will be

resumed on the 18th inst, but we do not

expect any large transactions to transpire

as dealers have still on hand a considerable

quantity of high-priced yarn and reports

from the consuming districts continue dis-

couraging. The new demand submitted

by dealers for their acceptance, in their

letter of the 30rd ultimo, have received no

attention from the latter, and sellers are

anxious to set independently of each other

and in accordance with their own wants

</

Shipping.

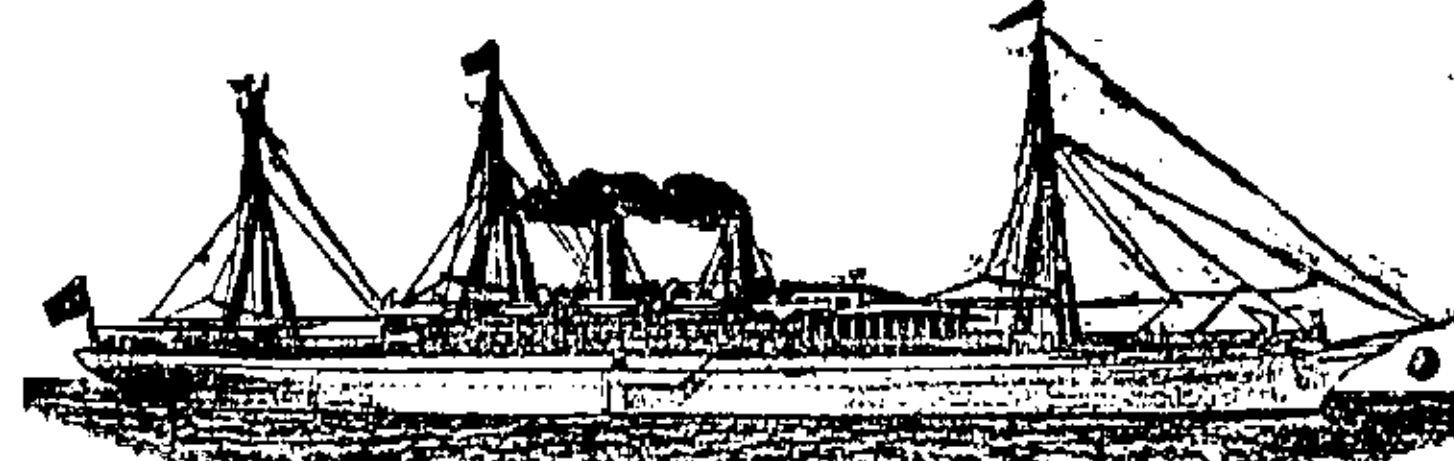
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FROM	STEAMERS	TO SAIL ON	REMARKS
LONDON & ANTWERP, Via	CEYLON	About 21st	Freight and Passage
SPAIN, PANAMA, COLON, PORT SAUD & MOSCOW	Capt. E. P. MARTIN	November	
DELHI	DELHI	About 20th	Freight and Passage
Calcutta	Capt. J. P. ANDERSON	November	
Yokohama	MAY 1	Nov. 1st	See Special Advertisement

P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY-SPEED-PUNCTUALITY.

The only line that maintains a Regular Schedule of 11 days across the Pacific to the THOMPSON LINE. Sailing 10 days to Vancouver.

STEAMERS	LEAVE HONGKONG	ARRIVE VANCOUVER
EMERALD OF CANADA	THURSDAY, Nov. 22	Dec. 10
ATHLETIC	WEDNESDAY, Nov. 28	Dec. 22
EMERALD OF CANADA	THURSDAY, Dec. 6	Jan. 7
ATHLETIC	WEDNESDAY, Dec. 13	Jan. 14
EMERALD OF CANADA	THURSDAY, Dec. 20	Jan. 21
ATHLETIC	WEDNESDAY, Dec. 27	Jan. 28

THE QUICKER route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express and at Quebec with the Company's new Pacific Express Steamship, 14,000 tons register. The through transit to Vancouver being 21 1/2 days from Yokohama and 29 1/2 days from Hongkong.

R.M.S. MONTAGUE, TARTAR and ATHLETIC carry INTERMEDIATE passengers only at intermediate rates, affording superior accommodation for that class. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, 100, Queen's Street, and 100, Queen's Street, opposite Blackie's.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	TAMBA MARU, Tons 6134, Capt. Butler	WEDNESDAY, 28th Nov., at Daylight.
VICTORIA, B.C. AND SEATTLE, Via SHANGHAI, MOI, KOBE & YOKOHAMA.	TOSA MARU, Tons 5523, Capt. K. Kato	TUESDAY, 27th Nov., at 4 p.m.
SYDNEY AND MELBOURNE, Via MANILA, THURS. DAY ISLAND, TOWNSVILLE AND BRISBANE.	NIKKO MARU, Tons 5539, Capt. E. W. Haswell	FRIDAY, 30th Nov., at Noon.
BOMBAY, Via SINGAPORE AND COLOMBO.	KAGOSHIMA MARU, Tons 4495, Capt. Fyoo	MONDAY, 19th November, p.m.
NAGASAKI AND KOBE	KUMANO MARU, Tons 4405, Capt. Hunter	WEDNESDAY, Nov. 21, at Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Obater Road.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamships MINNESOTA - DAKOTA

25,000 TONS BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA', Captain J. H. RINDER	On THURSDAY, 29th Nov., at Noon.
'DAKOTA', Captain E. FRANKO	On FRIDAY, 11th JANUARY, 1907.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

Luxurious Passenger Accommodations—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

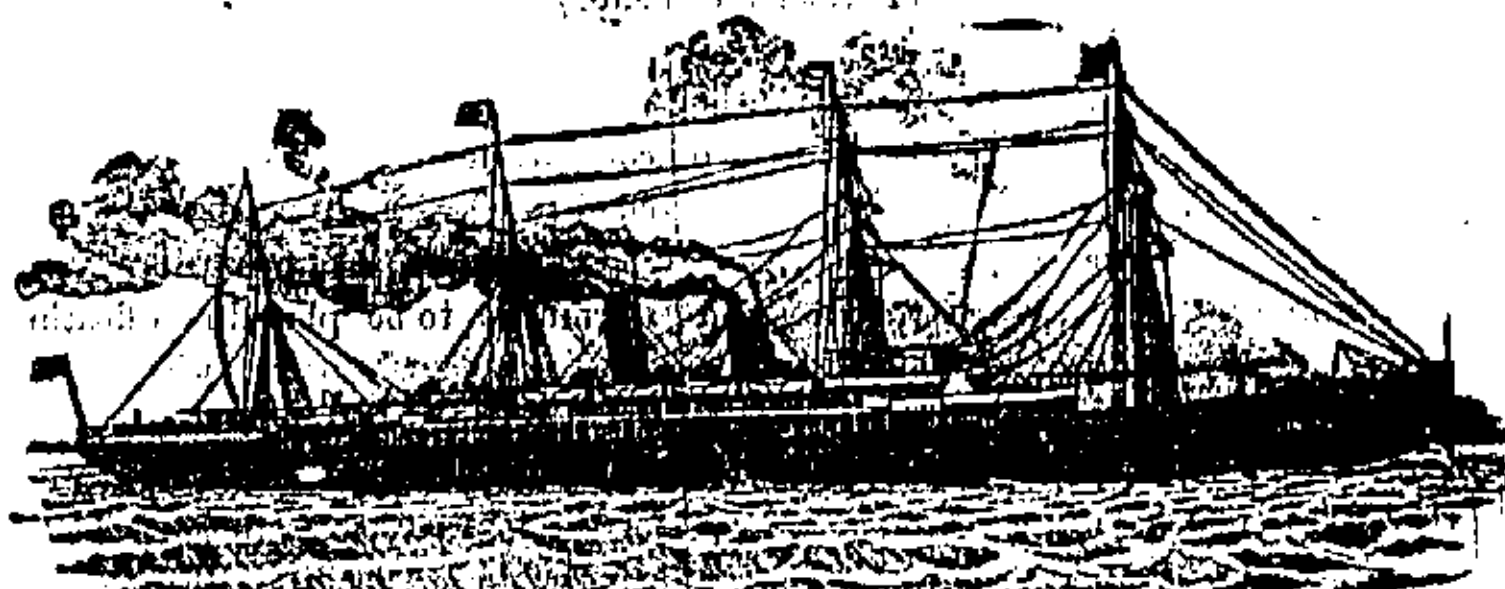
For convenience of trans-Pacific cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

For full information regarding freight or passage apply to NIPPON YUSEN KAISHA, Agents.

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PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)			
• NIPPON MARU	11,000 GROSS TONS	TUESDAY,	20th Nov., at Noon.
• YOKOHAMA MARU	11,000	FRIDAY,	24th Nov., at Noon.
• COPTIC	11,000	SATURDAY,	8th Dec., at Noon.
• HONGKONG MARU	11,000	TUESDAY,	12th Dec., at Noon.
• KOREA	11,000	FRIDAY,	25th Dec., at Noon.
• AMERICA MARU	11,000	TUESDAY,	19th Jan., at Noon, 190
• SIBERIA	11,000	TUESDAY,	15th Jan., at Noon.
• CHINA	10,200	TUESDAY,	22nd Jan., at Noon.
• MONGOLIA	27,000	TUESDAY,	19th Jan., at Noon.

RECORD FAST TRIPS.

Yokohama to San Francisco, via KOREA, 18,000 tons, September 16-27th 1905; 10 days, 11 hours and 5 minutes.

San Francisco to Hongkong, via SIBERIA, 18,000 tons, August 16th-20th, 1905; 4 days, 19 hours.

San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en route, August 16th-31st, 1905, 13 days, 13 hours.

Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 18th to 28th, 1905; 10 days, 10 hours and 20 minutes.

THE T. K. K. Steamship NIPPON MARU will be despatched from Hongkong to San Francisco, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, 20th November, 1906, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS, S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, via MOI, KOBE & YOKOHAMA; FOR

STEAMERS	Tons	Captain	To SAIL ON
ARABIA	4483	MEYERSTEIN	Monday, Nov. 19, at Noon.
ARAGONIA	5198	ERST	Dec. 4, at Noon.
NICOMEDIA	4370	G. MEYER	Dec. 4, at Noon.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR	THAMRS	TO SAIL
OEBU AND LOILO	SONGKIANG	20th Nov.
NINGPO AND SHANGHAI	KANGSU	20th Nov.
SHANGHAI	YACHING	21st Nov.
MANILA	YACHOW	23rd Nov.
SHANGHAI	KIUKIANG	28th Nov.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	THINAN	3rd Dec.

YOKOHAMA AND KOBE. CHANONGA. 13th December.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED CALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewards on board. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	R. Rodger	Manila Direct	Saturday, Nov. 24, at Noon.
RUBI	2540	R. Almond	Manila Direct	Saturday, Dec. 1, at Noon.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK, via PORTS AND SUEZ CANAL. (WITH LIBERTY TO CALL AT THE MALACCA COAST)

S.S. BRAEMAR, 20th November, at 6 p.m., 1906.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Shipping.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND CARGO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
ROON	WEDNESDAY, 21st Nov.
BUELOW	WEDNESDAY, 5th Dec.
PRINZ REGENT LUITFOLD	WEDNESDAY, 13th Dec.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd Jan.
SEYDLITZ	WEDNESDAY, 16th Jan.
PRINZ HEINRICH	WEDNESDAY, 30th Jan.
GNEISENAU	WEDNESDAY, 13th Feb.
PREUSSEN	WEDNESDAY, 27th Feb.
PRINZESS ALICE	WEDNESDAY, 13th Mar.
PRINZ LUDWIG	WEDNESDAY, 27th Mar.
ZIETEN	WEDNESDAY, 10th April.

ON WEDNESDAY, the 21st day of November, 1906, at Noon, the Steamship ROON, Captain MEINER, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port at Noon, on Monday, the 19th November, Cargo and Specie will be received on Board until 5 p.m. on Tuesday, the 20th November, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 20th November.

Contents of Packages are required. No Parcel Receipts will be signed for less than 25.00, and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Lines can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st CLASS	2nd CLASS	3rd CLASS	
To Naples, Genoa and Gibraltar	281.0.0	242.0.0	225.0.0
Return	91.0.0	63.0.0	53.0.0
To Southampton, London, Bremen and Hamburg	65.0.0	44.0.0	24.0.0
Return	97.0.0	66.0.0	36.0.0
To New York, via Suez	84.0.0	44.0.0	28.0.0
Return	115.0.0	79.0.0	47.0.0
To Bremen or Southampton	68.0.0	45.0.0	27.0.0
Return	123.0.0	83.0.0	49.0.0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltar and travelling to Southampton or London, the same rates to be applied as via Naples, Genoa or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co., from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOF, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION)

STEAMERS	SAILING DATES
PRINZ SIGISMUND	3902 tons, TUESDAY, 11th Dec., 1906.
SANDAKAN	1703 tons, TUESDAY, 8th Jan., 1907.
MANILA	1700 tons, TUESDAY, 5th Feb., 1907.

ON TUESDAY, the 11th day of December, at Noon, the Steamship PRINZ SIGISMUND, Captain LENZ, with Mails, Passengers, and Cargo, will leave this port at Noon.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Lines can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st CLASS	2nd CLASS	3rd CLASS	
To MANILA	250.0.0	210.0.0	180.0.0
To NEW GUINEA	225.0.0	195.0.0	165.0.0
To BRISBANE	230.0.0	200.0.0	170.0.0
To SYDNEY	235.0.0	205.0.0	175.0.0
To MELBOURNE	240.0.0	210.0.0	180.0.0
To YOKOHAMA	245.0.0	215.0.0	185.0.0
To KOBE	250.0.0	220.0.0	190.0.0
To YOKOHAMA & back	255.0.0	225.0.0	195.0.0
To KOBE & back	260.0.0	230.0.0	200.0.0

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG

1st CLASS	2nd CLASS	3rd CLASS	
To Australia and America	297.0.0	257.0.0	217.0.0
To Europe via Australia and America	360.0.0	320.0.0	280.0.0

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd.

SAILINGS OUTWARDS. EUROPEAN & AUSTRALIAN SERVICE.

STEAMERS	ABOUT
YOKOHAMA & KOBE	WEDNESDAY, Nov. 19.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	WEDNESDAY, Nov. 21.
Do	WEDNESDAY, Dec. 6.

* Reaching Yokohama in less than 4 Days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG, via Vancouver or San Francisco to NEW YORK, by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the Magnificent Express Steamers of the Norddeutscher Lloyd.

Issued at the following rates:

1st CLASS	2nd CLASS	3rd CLASS	
To London via Plymouth or Southampton	282.0.0	242.0.0	225.0.0
To Bremen	63.10.0	45.0.0	36.0.0
To Paris via Cherbourg	65.0.0	46.0.0	37.0.0
To Naples, Genoa, via Gibraltar	65.0.0	46.0.0	37.0.0

Passage money payable in local currency at current Bank Rate of Exchange on the day of payment.

For further Particulars, apply to Norddeutscher Lloyd.

MELCHERS & CO., Agents.

THE Company's Steamship FRANZ FRIEDRICH, Captain MAXIMOVICH, will leave for the above ports on TUESDAY, the 20th inst. For Freight or Passage, apply to SANDER, WIELER & CO., Agents, Prince's Building, Hongkong, November 13, 1906. 2187

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOSHOW.

THE Company's Steamship HAIMUN, Captain A. J. ROSSON, will be despatched for the above Ports on SUNDAY, the 18th November, at 10 a.m.

For Freight or Passage, apply to DOUGLAS, LAURIE & CO., General Managers, Hongkong, November 15, 1906. 2200

'SHIRE' LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship FLINTSHIRE will be despatched for the above ports on or about TUESDAY, the 20th November. For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents, Hongkong, November 16, 1906. 2206

THE ORIENTAL PACIFIC LINE

FOR SAN FRANCISCO, via PORTS.

THE Steamship DAKOTA, will be despatched for the above ports on or about THURSDAY, 22nd November, 1906. For freight and further particulars, apply to SHEWAN, TOMES & CO., Agents, Hongkong, November 17, 1906. 2058

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

Taking cargo at through rates to the Brazils, to South Africa, Persian Gulf, Red Sea, Black Sea, Egypt, Venice and Adriatic Ports.

THE Company's Steamship TRIESTE, Captain MERTSCHKE, will be despatched as above on SATURDAY, the 24th November, p.m.

The Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply to SANDER, WIELER & CO., Agents, Prince's Building, Hongkong, November 13, 1906. 2074

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BOULOGNE, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship TONKIN, Captain CHARONNET, will be despatched for MARSEILLES on TUESDAY, the 27th November, 1906, at 1 p.m.

Passage Tickets and through Bills of Lading issued for above ports, and for Australia with prompt transshipment at Colombo.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows:

STEAMER	DATE
S.S. ERST SIMON	Dec. 11, 1906.
S.S. POLYNESIE	Dec. 25, 1906.
S.S. CALÉDONIE	Jan. 8, 1907.
S.S. SALETTE	Jan. 22, 1907.
S.S. OCEANIE	Feb. 5, 1907.

G. DE CHAMPEAUX, Agent, Hongkong, November 13, 1906. 2193

'BEN' LINE OF STEAMERS.

FOR LONDON.

THE Steamship BENMOHR, Captain WINTER, will be despatched as above on or about FRIDAY, the 24th inst. For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents, Hongkong, November 13, 1906. 2184

THE NORTHERN STEAMSHIP CO., LD. OF ST. PETERSBURG.

FOR ODESSA (DIRECT).

THE Company's Steamship OTTO BERG, will be despatched for the above Port on or about 3rd December, 1906. For Freight and further particulars, apply to BRADLEY & CO., Agents, Hongkong, November 15, 1906. 2203

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG & CALLAO & IQUIQUE, via JAPAN PORTS.

Will be sent to YAPUQUAY if sufficient independent.

THE Steamship KASATO MARU, Tons 6000, Captain W. O. T. S. FRANK, will be despatched for South American Ports, via Japan Ports, about 10th December, 1906.

FLOATING MINES.

The International Law Association sitting at Berlin last month was unanimously against the use of floating or automatic mines, except within the waters of belligerents. Even there, it was held, they should not be placed in narrow waters, for example, in the English Channel, which, of necessity, was used as a thoroughfare by ships of all nations. It was also decided that letters, being conveyed by regular mail steamships, should be free from molestation. Steamships commissioned for warlike purposes should not be allowed to hoist a mercantile flag or change their character at sea. Vessels captured while carrying on trade of war should not be destroyed, but taken to port, for legal investigation.

WEATHER REPORT.

The following notice is issued by Mr. Vigg of the Hong Kong Observatory:—
On the 17th at 11.55 a.m. The barometer has risen generally, except over the S. Philippines.
The depression is slowly moving away from the Pacific to the E. of the Loo-Choo. A high-pressure area is now over the continent to the North of the Yangtze. The wind is still somewhat stronger in the Eastern Sea, where strong N. winds will prevail. Fresh gales are indicated in the Formosa Channel and the S. part of the China Sea.
Hong Kong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.
Forecast for the 24 hours ending to-morrow, 0.00 inches.

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PIMPLES
BLACKHEADSCuticura
SOAP

To treat Pimples and Blackheads, Red, Rough, Oily Complexions, gently smear the face with Cuticura Ointment, the Great Skin Cure, but do not rub. Wash off the Ointment in five minutes with Cuticura Soap and hot water, and bathe freely for some minutes. Repeat morning and evening. At other times use Cuticura Soap for bathing the face as often as agreeable. No other Skin Soap is so pure, so sweet, so speedily effective.

Cuticura Soap combines delicate and gentle properties with the power of cleansing, softening and the most perfect of skin treatments. It is the only Skin Soap that is so pure, so sweet, so speedily effective.

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To-day's Advertisements

NOTICE OF DISSOLUTION OF PARTNERSHIP.

THE PARTNERSHIP heretofore subsisting between CRESLEY EWENS, JOHN SCOTT HARSTON and REGINALD HARDING under the Firm name of "EWENS HARSTON and HARDING" has (as regards the said Reginald Harding) been dissolved by mutual consent and the interest and responsibility of the said REGINALD HARDING in such Firm has accordingly terminated. The practice and business of the late Firm will in future be carried on at ALEXANDRA BUILDINGS, DE VOUX ROAD CENTRAL, HONGKONG, by the said CRESLEY EWENS and JOHN SCOTT HARSTON in co-partnership under the style of firm of "EWENS & HARSTON". Dated this 14th day of November, 1906. C. EWENS, J. SCOTT HARSTON, REGINALD HARDING.

PUBLIC AUCTION.

THE Underigned have received instructions from the OFFICIAL AUCTIONEER to Sell by Public Auction, for account of the Receiver of the late R. W. HARRISON, on

MONDAY.

At 10.30 a.m. at 2.30 p.m. at the S. L. ROSS, No. 8, Des Vaux Road, Corner of Ice House Street, A QUANTITY OF FUR, SUEDE SUIT, LENGTHS, TROUSERS LENGTHS, FURRY VESTS, &c.

HUGHES & HUGHES, Government Auctioneers, Hongkong, November 17, 1906. 2219

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STEAMERS' PASSENGER SUEZ CANAL.

(SUPPLIED THROUGH ROUTER.)

Armand Behic, October 2; O. Ford, 9; A. C. 12; B. 12; C. 12; D. 12; E. 12; F. 12; G. 12; H. 12; I. 12; J. 12; K. 12; L. 12; M. 12; N. 12; O. 12; P. 12; Q. 12; R. 12; S. 12; T. 12; U. 12; V. 12; W. 12; X. 12; Y. 12; Z. 12; AA. 12; AB. 12; AC. 12; AD. 12; AE. 12; AF. 12; AG. 12; AH. 12; AI. 12; AJ. 12; AK. 12; AL. 12; AM. 12; AN. 12; AO. 12; AP. 12; AQ. 12; AR. 12; AS. 12; AT. 12; AU. 12; AV. 12; AW. 12; AX. 12; AY. 12; AZ. 12; BA. 12; BB. 12; BC. 12; BD. 12; BE. 12; BF. 12; BG. 12; BH. 12; BI. 12; BJ. 12; BK. 12; BL. 12; BM. 12; BN. 12; BO. 12; BP. 12; BQ. 12; BR. 12; BS. 12; BT. 12; BU. 12; BV. 12; BW. 12; BX. 12; BY. 12; BZ. 12; CA. 12; CB. 12; CC. 12; CD. 12; CE. 12; CF. 12; CG. 12; CH. 12; CI. 12; CJ. 12; CK. 12; CL. 12; CM. 12; CN. 12; CO. 12; CP. 12; CQ. 12; CR. 12; CS. 12; CT. 12; CU. 12; CV. 12; CW. 12; CX. 12; CY. 12; CZ. 12; DA. 12; DB. 12; DC. 12; DD. 12; DE. 12; DF. 12; DG. 12; DH. 12; DI. 12; DJ. 12; DK. 12; DL. 12; DM. 12; DN. 12; DO. 12; DP. 12; DQ. 12; DR. 12; DS. 12; DT. 12; DU. 12; DV. 12; DW. 12; DX. 12; DY. 12; DZ. 12; EA. 12; EB. 12; EC. 12; ED. 12; EE. 12; EF. 12; EG. 12; EH. 12; EI. 12; EJ. 12; EK. 12; EL. 12; EM. 12; EN. 12; EO. 12; EP. 12; EQ. 12; ER. 12; ES. 12; ET. 12; EU. 12; EV. 12; EW. 12; EX. 12; EY. 12; EZ. 12; FA. 12; FB. 12; FC. 12; FD. 12; FE. 12; FF. 12; FG. 12; FH. 12; FI. 12; FJ. 12; FK. 12; FL. 12; FM. 12; FN. 12; FO. 12; FP. 12; FQ. 12; FR. 12; FS. 12; FT. 12; FU. 12; FV. 12; FW. 12; FX. 12; FY. 12; FZ. 12; GA. 12; GB. 12; GC. 12; GD. 12; GE. 12; GF. 12; GG. 12; GH. 12; GI. 12; GJ. 12; GK. 12; GL. 12; GM. 12; GN. 12; GO. 12; GP. 12; GQ. 12; GR. 12; GS. 12; GT. 12; GU. 12; GV. 12; GW. 12; GX. 12; GY. 12; GZ. 12; HA. 12; HB. 12; HC. 12; HD. 12; HE. 12; HF. 12; HG. 12; HH. 12; HI. 12; HJ. 12; HK. 12; HL. 12; HM. 12; HN. 12; HO. 12; HP. 12; HQ. 12; HR. 12; HS. 12; HT. 12; HU. 12; HV. 12; HW. 12; HX. 12; HY. 12; HZ. 12; IA. 12; IB. 12; IC. 12; ID. 12; IE. 12; IF. 12; IG. 12; IH. 12; II. 12; IJ. 12; IK. 12; IL. 12; IM. 12; IN. 12; IO. 12; IP. 12; IQ. 12; IR. 12; IS. 12; IT. 12; IU. 12; IV. 12; IW. 12; IX. 12; IY. 12; IZ. 12; JA. 12; JB. 12; JC. 12; JD. 12; JE. 12; JF. 12; JG. 12; JH. 12; JI. 12; JJ. 12; JK. 12; JL. 12; JM. 12; JN. 12; JO. 12; JP. 12; JQ. 12; JR. 12; JS. 12; JT. 12; JU. 12; JV. 12; JW. 12; JX. 12; JY. 12; JZ. 12; KA. 12; KB. 12; KC. 12; KD. 12; KE. 12; KF. 12; KG. 12; KH. 12; KI. 12; KJ. 12; KK. 12; KL. 12; KM. 12; KN. 12; KO. 12; KP. 12; KQ. 12; KR. 12; KS. 12; KT. 12; KU. 12; KV. 12; KW. 12; KX. 12; KY. 12; KZ. 12; LA. 12; LB. 12; LC. 12; LD. 12; LE. 12; LF. 12; LG. 12; LH. 12; LI. 12; LJ. 12; LK. 12; LL. 12; LM. 12; LN. 12; LO. 12; LP. 12; LQ. 12; LR. 12; LS. 12; LT. 12; LU. 12; LV. 12; LW. 12; LX. 12; LY. 12; LZ. 12; MA. 12; MB. 12; MC. 12; MD. 12; ME. 12; MF. 12; MG. 12; MH. 12; MI. 12; MJ. 12; MK. 12; ML. 12; MM. 12; MN. 12; MO. 12; MP. 12; MQ. 12; MR. 12; MS. 12; MT. 12; MU. 12; MV. 12; MW. 12; MX. 12; MY. 12; MZ. 12; NA. 12; NB. 12; NC. 12; ND. 12; NE. 12; NF. 12; NG. 12; NH. 12; NI. 12; NJ. 12; NK. 12; NL. 12; NM. 12; NN. 12; NO. 12; 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SK. 12; SL. 12; SM. 12; SN. 12; SO. 12; SP. 12; SQ. 12; SR. 12; SS. 12; ST. 12; SU. 12; SV. 12; SW. 12; SX. 12; SY. 12; SZ. 12; TA. 12; TB. 12; TC. 12; TD. 12; TE. 12; TF. 12; TG. 12; TH. 12; TI. 12; TJ. 12; TK. 12; TL. 12; TM. 12; TN. 12; TO. 12; TP. 12; TQ. 12; TR. 12; TS. 12; TT. 12; TU. 12; TV. 12; TW. 12; TX. 12; TY. 12; TZ. 12; UA. 12; UB. 12; UC. 12; UD. 12; UE. 12; UF. 12; UG. 12; UH. 12; UI. 12; UJ. 12; UK. 12; UL. 12; UM. 12; UN. 12; UO. 12; UP. 12; UQ. 12; UR. 12; US. 12; UT. 12; UU. 12; UV. 12; UW. 12; UX. 12; UY. 12; UZ. 12; VA. 12; VB. 12; VC. 12; VD. 12; VE. 12; VF. 12; VG. 12; VH. 12; VI. 12; VJ. 12; VK. 12; VL. 12; VM. 12; VN. 12; VO. 12; VP. 12; VQ. 12; VR. 12; VS. 12; VT. 12; VU. 12; VV. 12; VW. 12; VX. 12; VY. 12; VZ. 12; WA. 12; WB. 12; WC. 12; WD. 12; WE. 12; WF. 12; WG. 12; WH. 12; WI. 12; WJ. 12; WK. 12; WL. 12; WM. 12; WN. 12; WO. 12; WP. 12; WQ. 12; WR. 12; WS. 12; WT. 12; WU. 12; WV. 12; WW. 12; WX. 12; WY. 12; WZ. 12; XA. 12; XB. 12; XC. 12; XD. 12; XE. 12; XF. 12; XG. 12; XH. 12; XI. 12; XJ. 12; XK. 12; XL. 12; XM. 12; XN. 12; XO. 12; XP. 12; XQ. 12; XR. 12; XS. 12; XT. 12; XU. 12; XV. 12; XW. 12; XX. 12; XY. 12; XZ. 12; YA. 12; YB. 12; YC. 12; YD. 12; YE. 12; YF. 12; YG. 12; YH. 12; YI. 12; YJ. 12; YK. 12; YL. 12; YM. 12; YN. 12; YO. 12; YP. 12; YQ. 12; YR. 12; YS. 12; YT. 12; YU. 12; YV. 12; YW. 12; YX. 12; YZ. 12; ZA. 12; ZB. 12; ZC. 12; ZD. 12; ZE. 12; ZF. 12; ZG. 12; ZH. 12; ZI. 12; ZJ. 12; ZK. 12; ZL. 12; ZM. 12; ZN. 12; ZO. 12; ZP. 12; ZQ. 12; ZR. 12; ZS. 12; ZT. 12; ZU. 12; ZV. 12; ZW. 12; ZX. 12; ZY. 12; ZZ. 12; AA. 12; AB. 12; AC. 12; AD. 12; AE. 12; AF. 12; AG. 12; AH. 12; AI. 12; AJ. 12; AK. 12; AL. 12; AM. 12; AN. 12; AO. 12; AP. 12; AQ. 12; AR. 12; AS. 12; AT. 12; AU. 12; AV. 12; AW. 12; AX. 12; AY. 12; AZ. 12; BA. 12; BB. 12; BC. 12; BD. 12; BE. 12; BF. 12; BG. 12; BH. 12; BI. 12; BJ. 12; BK. 12; BL. 12; BM. 12; BN. 12; BO. 12; BP. 12; BQ. 12; BR. 12; BS. 12; BT. 12; BU. 12; BV. 12; BW. 12; BX. 12; BY. 12; BZ. 12; CA. 12; CB. 12; CC. 12; CD. 12; CE. 12; CF. 12; CG. 12; CH. 12; CI. 12; CJ. 12; CK. 12; CL. 12; CM. 12; CN. 12; CO. 12; CP. 12; CQ. 12; CR. 12; CS. 12; CT. 12; CU. 12; CV. 12; CW. 12; CX. 12; CY. 12; CZ. 12; DA. 12; DB. 12; DC. 12; DD. 12; DE. 12; DF. 12; DG. 12; DH. 12; DI. 12; DJ. 12; DK. 12; DL. 12; DM. 12; DN. 12; DO. 12; DP. 12; DQ. 12; DR. 12; DS. 12; DT. 12; DU. 12; DV. 12; DW. 12; DX. 12; DY. 12; DZ. 12; EA. 12; EB. 12; EC. 12; ED. 12; EE. 12; EF. 12; EG. 12; EH. 12; EI. 12; EJ. 12; EK. 12; EL. 12; EM. 12; EN. 12; EO. 12; EP. 12; EQ. 12; ER. 12; ES. 12; ET. 12; EU. 12; EV. 12; EW. 12; EX. 12; EY. 12; EZ. 12; FA. 12; FB. 12; FC. 12; FD. 12; FE. 12; FF. 12; FG. 12; FH. 12; FI. 12; FJ. 12; FK. 12; FL. 12; FM. 12; FN. 12; FO. 12; FP. 12; FQ. 12; FR. 12; FS. 12; FT. 12; FU. 12; FV. 12; FW. 12; FX. 12; FY. 12; FZ. 12; GA. 12; GB. 12; GC. 12;